

What is claimed is:

1. A prioritization method of information providers, e.g. plug-ins, especially for the coordinated powertrain control for a motor vehicle, wherein
 - a list having requests or plug-ins is sorted according to the degree of the rising or falling priority,
 - the sorted list is processed sequentially, beginning with the requester or plug-in having the highest priority,
 - the processing of the list is broken off as soon as a requester or a plug-in includes a request command, in order to select this request command.
2. The prioritization method as recited in Claim 2, wherein the selected request command is stored and routed on.
3. The prioritization method as recited in Claim 1 or 2, wherein various lists for adapting to global optimization criteria, such as economic adjustment, sport adjustment or winter recognition are processed.
4. The prioritization method as recited in one of Claims 1 through 3, wherein each requester or each plug-in is clearly marked by an identity (ID), preferably as a number, and a position in the various lists, for processing.
5. A prioritization method of information providers, e.g. plug-ins, for the control, especially for the coordinated powertrain control for a motor vehicle, having essentially the following steps:
 - in a list having requesters or plug-ins, all requesters are processed in any desired sequence, for example, sequentially,
 - from the request commands of the requesters, the request command having the maximum (minimum) request command or the average request command of the requesters is ascertained.
6. The prioritization method as recited in Claim 5, wherein, for ascertaining the maximum (minimum) request command:
 - the first polled request command is temporarily stored,

- each polled request command is compared to a temporarily stored request command, to see whether it is greater or smaller than the temporarily stored request command.
 - the polled request command is temporarily stored if it is greater or smaller than the temporarily stored request command, and otherwise no storage takes place,
 - after polling all requesters, the maximum (minimum) request command is temporarily stored and routed on.
7. The prioritization method as recited in Claim 5 or 6, wherein with respect to certain requesters, such as requesters that control the engine and the brake, having a certain request command, for instance, a braking intervention, the minimum (maximum) request command, such as the minimum propulsion command, is selected, and otherwise the maximum (minimum) request command is selected.
 8. The prioritization method as recited in one of Claims 5 through 7, wherein individual requesters have the effect that certain other requesters are not taken into consideration in the ascertainment of the maximum (minimum) request command, for example, a requester accelerator pedal has the effect that all requesters, that bring about a braking/deceleration, are not taken into consideration.
 9. The prioritization method as recited in one of Claims 5 through 8, wherein various lists for adapting to global optimization criteria, such as economic adjustment, sport adjustment or winter recognition are processed.
 10. The prioritization method as recited in one of Claims 5 through 9, wherein each requester or plug-in is clearly marked by an identity (ID), preferably as a number, for processing.
 11. The prioritization method of information providers, such as plug-ins, as recited in one of Claims 1 through 10, wherein the (first) prioritization method as recited in one of Claims 1 through 4 is combined with the (second) prioritization method as recited in one of Claims 5 through 10, for instance, by first using the second prioritization method in case the first prioritization method does not deliver a request command.

12. The prioritization method as recited in one of the preceding claims, wherein it is carried out using a computer system having at least one processor and at least one memory for control, using a software architecture having essentially the following elements or components:
- an operation system and specific services having an operating system and specific services as the basis for all other elements and applications,
 - a basic functionality for carrying out universal requests,
 - a layer for coordinating tasks for base functionalities of the basic functionality and for linking in plug-ins,
 - at least one plug-in for carrying out practical tasks or functions which go beyond the basic functionality and are coordinated by the layer, the plug-ins being especially modularly exchangeable.
13. The prioritization method as recited in Claim 12, wherein, in the software architecture, open interfaces, which may be accessed from the outside, and/or encapsulated interfaces, which are not open to the outside, are integrated.
14. The prioritization method as recited in Claim 12 or 13, wherein as plug-ins, for example, an ACC (adaptive cruise control) request, a driver's demand (comfort/sport), driveability or shift strategy (comfort/sport) are used.
15. The prioritization method as recited in one of Claims 12 through 14, wherein the layer includes the coordinators vehicle coordinator, vehicle motion coordinator and powertrain coordinator, in the vehicle motion coordinator a selection of the plug-ins is carried out.
16. The prioritization method as recited in Claim 15, wherein each coordinator is connected to the plug-ins via interfaces, for communication.
17. The prioritization method as recited in one of Claims 12 through 16, wherein the layer is connected via interfaces for communication with the basic functionality, which includes base functions that act like sensors or actuators.

18. The prioritization method as recited in one of Claims 12 through 17, wherein, because of the module-like exchangeability of the plug-ins, the prioritization method is flexibly adaptable to different vehicle configurations and control unit configurations, and functions are simple to implement, requests of various systems being centrally introduced in a uniform manner, based on system reference variables, e.g. the transmission output torque.
19. A computer program having program code means, in order to carry out all the steps of a method as recited in one of Claims 1 through 18, if the computer program is run on a computer or an appropriate computing unit.
20. A computer program product having program code means, which are stored on a readable data carrier in order to carry out a method according to one of Claims 1 through 18 if the computer program is executed on a computer or an appropriate computing unit.
21. A control system for a vehicle which is designed to carry out a prioritization method as recited in one of Claims 1 through 18.